

Today's Advertisements.

THE MICASTOS FACTORY.

Mr. C. HOLDSWORTH,
Superintendent at Works,
SHEWAN TOMES & CO.,
HONGKONG.

THE GENERAL MANAGERS are prepared to enter into contracts for covering boilers and steam pipes with either Mica or Asbestos Compositions at the following quotations:—
55 cts. per superficial square foot for boilers.
65 " " " " steam pipes.

Exposed Steam Pipes needing extra wrapping and Canvas and tar dressing will be treated with the above Compositions at \$1.05 per superficial square foot.

A Stock of the Compositions is kept ready for sale packed in 6 cwt. casks. Price for ten lots \$100 per ton F.O.B. or in smaller quantities at \$5 per cwt. F.O.B.

All work will be under the personal supervision of Mr. Holdsworth and all orders must be sent through the undersigned.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 11th February, 1898. [240]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).
The Company's Steamship

"ZAFIRO,"
Captain Cobban, will be despatched for the above Port TOMORROW, the 12th instant, at Noon, instead of as previously advertised.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.

Hongkong, 11th February, 1898. [231]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"PINGSUEY,"
Captain D. Davies, will be despatched for the above Port TOMORROW, the 12th instant, at Noon.

To be followed by the Steamship "NINGHOW,"
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 11th February, 1898. [185]

"RICKMERS" REGULAR LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM HAMBURG.

THE Company's Chartered Steamship

"OBI,"
having arrived from the above Port. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 15th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th instant will be subject to rent.

Bills of Lading will be countersigned by
ARNOLD, KARBURG & Co.,
Agents.

Hongkong, 11th February, 1898. [1-241]

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, ANTWERP, LONDON AND SINGAPORE.

THE Steamship

LANGBANK,
Captain Runt, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 17th instant, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 16th instant at 2 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th instant will be subject to rent.

Bills of Lading will be countersigned by
SHEWAN TOMES & CO.,
Agents.

Hongkong, 11th February, 1898. [142]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"OOPACK,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 18th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, the 18th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant will be subject to rent.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 11th February, 1898. [1-245]

Intimations.

DAKIN, CRICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICES LISTED, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERREY—Excellent Dinner and After Dinner Wines of very superior Vintage. All are true Xeres Wines.

CLARET—Our Claret, including the lowest price, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and curants, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897. [7]

MARRIAGE.

On the 8th February, at American Consulate, Hongkong, by Rev. Dr. C. R. Hager, Mr. C. A. CONY and Mrs. MARY JAY. [244]

THE HONGKONG TELEGRAPH

HONGKONG, FRIDAY, FEBRUARY 11, 1898.

NOTES AND COMMENTS.

In view of the undoubted fact that the British Navy is already deplorably short of trained men, and will of course be even worse as the programme of Naval expansion is carried out, it becomes a question of vital importance to the Empire to get more recruits for the Navy—trained seamen, stokers, and officers. One proposal is to combat the growing tendency to man British ships with aliens, by putting some legislative limitation on the number of aliens who may be employed on a British ship, and by encouraging with State funds the apprenticeship of British boys to the sea. Limitations and handicaps are oppressive enough on British shipping, and the only possible way to put any restriction on the employment of aliens is to give some compensating increase of liberty to British shipowners—abolish some of the vexatious regulations which place our ships at such a disadvantage in competing with foreign ships. The load-line, and the restrictions on over-loading, were all very well and necessary formerly; but the insurance companies are nowadays well able to take care of themselves, as evidenced by the fact that German ships without load-lines do just as well as ours with load-lines. There are several other regulations which greatly hamper British shipping, and thus give foreigners an unfair advantage; if these were abolished, shipowners could afford to ship British crews, or to take fewer if any aliens. Asiatics may be best for firemen but at least let us have British Asiatics.

There is, of course, no doubt whatever that some step must be taken to increase the number of trained seamen and firemen of British nationality in the merchant service, from which the Navy may draw; for other means of manning the fleet are not adequate. Unless there can be more British in the mercantile marine, the Navy will starve for want of men, and the Empire will perish.

If the Navy weakens. So, if a ship can take Europeans, let at least half of them be British; if Lascars, let them be British Lascars. And if this provision presses hard on the companies, let them be compensated duly, lest the result be simply further alienation of shipping.

At the same time, the chief desideratum for an increased supply of men, whether trained adults or boys to be trained, whether firemen or seamen or officers—the chief desideratum consists of attractive prospects and satisfactory pay. All the legislation on earth will not persuade a man to take a poor and unpromising berth if he can get a better one. The British nation does not grudge the money for the navy; let the pay be raised and prospects be improved. Regulations as to nationality of crews are in force in France—with what result? Much more harm than good. Perhaps the British would not bungle the matter so much; but it is better to be careful, and try some other way first. The main thing is the money.

Reuter alleges that Russia has promised to make a free port of any port she may acquire from China. If Russia, or any other Power, can be depended on to do this, British can well afford to let the whole of China or indeed the whole earth be partitioned by the rest of the Powers.

The Singapore Supreme Court has been busy with a case which recalls a Hongkong incident of three or four years ago. The keeper of a "hotel" (so-called, because "grog-shop" is a defamatory term) engaged two Australian girls as barmaids. They were told by an agent in Sydney that the house was a first-class hotel, one of the best in Singapore. When they arrived, they found it was a rum-mill where no decent girl could allow herself to stay, so they left. Their employer sued them for breach of contract, and judgment was given against him with costs. It was proved in evidence that girls were engaged chiefly for the purpose of having drinks at the expense of male visitors; the girls were frequently in a most abominable state of intoxication, and usually found themselves unable to endure the life for any length of time. The Judge found that the place was not a hotel but a drinking shop; that the girls were required not as barmaids but as lures to promote intemperance. It was also in evidence that "the girls did not get married, they got gentlemen to keep them; and to pay them once a month." The proprietor admitted that he did expect the girls to sit alongside men, and get men to drink and to stand drinks. When a girl found herself getting tipsy, she was to give the servant a hint, and lemonade would be brought her; though the gentleman would still be required to pay for it as champagne. It appears there are several such places in Singapore, and it would also appear that they ought to be forfeit their licences, if the business they do is really as set out in the evidence. In Hongkong also there have been cases of a similar nature. In one case, a girl was brought from Australia to a "first class hotel" here, and on arrival she found it such as no decent girl would stay in. In other cases girls stay.

THE English Electric light works at Malaga have lately scored a distinct triumph. The Spanish seaport was, a little while ago, visited by a rainstorm such as is seldom seen out of the tropics. Houses were washed away, the wood pavement of the principal streets was rushing off to join the river, the gas works were wrecked, and some children were drowned. The city gas supply, says a correspondent, collapsed, and after a partial resumption had to announce a week's suspension of the service for repairs, and Malaga would have been in Cimmerian gloom but for the English Electric Works, which rose superior to such a crisis as a river in nearly every street, and continued to supply its customers with the illuminant as if nothing untoward had happened.

"WELL," said the red-faced man, "the most exciting chase I ever had happened a few years ago in Russia. One night, when sleighing about 10 miles from my destination, I discovered to my intense horror that I was being followed by a pack of 13 wolves."

"I fired blindly into the pack, killed one of the brutes, and to my delight, saw the others stop to devour it. After doing this, however, they still came on. I kept on repeating the dose, with the same result, and each occasion gave me an opportunity to whip up my horse. Finally there was only one wolf left, yet on it came, with its fierce eyes glaring in anticipation of a good hot sup."

Here the man who had been sitting quietly in the corner burst forth into a fit of laughter.

"Why, man," said he, "by your way of reckoning that last wolf must have had the other 12 inside it!"

"Ah," said the red-faced man, "now I remember, it did wobble a bit!"

At the Magistrate's today Mr. Wodehouse, on the application of Mr. F. Maitland (of Lincolnd and Davies) reheard a case in which a conviction was obtained recently for neglecting to limewash houses in the Western district. Mr. Maitland stated that he had been given an extension of time in which to do the work and he also denied receiving a notice said by Inspector Fisher to have been served on him. Mr. H. McCullum, secretary of the Sanitary Board, said he was willing that the summons should be withdrawn as a contract had already been made to have the work done. It was made four days before the summons was issued, and it lay with Dr. Clarke to say whether it should be withdrawn. Dr. Clarke expressed his willingness to withdraw the summons on condition that the work was done at once. To carry out the law properly the work should be done in November or December. The object of limewashing and cleansing was to maintain premises in a sanitary condition with a view to the prevention of epidemics like the plague. There were sixty-three houses in the block in question and none of them had been done, and they were all inhabited. The work was finished yesterday. It would be difficult to say whether, if the houses had been done in August last, it would be detrimental to leave them till January or early in February. In December he told Mr. Maitland he would have a special inspection made, and he was granted leave to have the work done early in January. He (Dr. Clarke) had written a memo on January 29th that the work should be done at once or a prosecution would follow, but that memo was never delivered. He had no other complaint against Linstead and Davies but a good many landlords showed a disposition to evade the law. He was unable to say whether Linstead and Davies did so. Mr. Maitland said that in this particular instance there were on his desk before the summons was issued and the notice never reached him. There was no intention whatever of evading the responsibility. The Chinese New Year had interfered a great deal with the matter, both before and after, and they could not get contractors. His Worship said he was satisfied that there had been neglect, possibly unintentional but it was of the utmost importance that these laws should be carried out properly, and as he thought the other day that it was a general neglect he would reduce the fine from \$40 to \$30.

THE Russian Admiralty have ordered a first-class battleship, of 12,500 tons displacement, to be laid down at the arsenal at 11 m. Great things are expected of the armour for this vessel, which it is said, is being constructed under a secret process. The Russian authorities have also in hand two "destroyers" of the *Sokol* type building in St. Petersburg, and a triple screw cruiser of the *Rosha* type.

SOME time ago a resident of Bellifos Terrace reported the loss of his watch to the Police. Enquiries were made but with no result. On Tuesday last Detective Sergeant Scott found a watch in a pawnshop in Wellington Street which was identified as having been stolen from No. 9 Bellifos Terrace. In consequence of this a constable was arrested and in his lodging house in E. On Lane Sergeant Scott found a European tweed jacket and vest and a revolver. The case was remanded till Friday next for enquiries to be made.

THE appearance of the modern freight steamship is anything but elegant, and when contrasted with the symmetrical lines of the passenger steamship she makes but a sorry showing. A very fair example of the two classes of vessels was exhibited at the dry docks at Brooklyn last month, says the *Maritime Journal*, when one of the freighters and a neat passenger steamer were docked side by side. The towering straight wall of the freighter showed great extent of surface, which would prove fatal to her through collision or stranding. The passenger steamer was trim with neat lines and fine turn of bilge also with an expensive of plating which proved her to be no mere shell.

UNDER the cartoon "Jigoku Gaki" "Hell" and the Hungry Demons," the *Onaka Asahi* remarks that members of parliament assemblies occasionally make curious remarks. Here is an example, which, we may add, also gives an insight into prison treatment and food. Recently when the cost of the *sat* (food eaten with rice) in the prison expenditure was debated at the M.C. prefectural assembly, Mr. Kimura Shy-
-wato, a member of the standing committee, moved that the one *sat* a day for each prisoner appearing in the estimate should be reduced to 8 *sat*, as in the preceding year. In support of his motion, Mr. Kimura remarked that *Angoku* (prison) should be regarded as *Jigoku* (hell), the prisoners as the *gaki* (hungry demons), and the Governor of the Prison as *Emma* (Dala (Great King of Hell), the prison wardens being the Red and Black Demons of the Buddhist mythology. It was necessary that *Emma* and the Red Demons should treat the *gaki* as cruelly as possible in order to prevent them from returning to the hell. This being so, it was wrong to increase the amount of *sat* and improve the treatment of the prisoners. He earnestly advocated that the *gaki* should be thrown into the *chinko* (Blood Pond), caused to climb up the *Karinyama* (Hill of Needles) and all the pains and penalties possible inflicted upon them to induce a wholesome fear of prison. If this were done, the number of prisoners would gradually decrease, to the great benefit of local expenditure. Possibly the *Emma* Dala and the Red and Black Demons would become *lively* because of the decrease of their guests, but they must be patient under this affliction. N.B.—Foreigners will come under Japanese jurisdiction soon!

At a farewell banquet to Admiral Bridge given in the Town Hall, Sydney, last month, Sir George Dibbs (ex-Premier), speaking of the colony's naval contribution, said they were now paying the paltry sum of £37,000 per annum as a contribution, not only for the protection of the squadron in those waters, but £37,000 for the protection of the whole British navy. He thought New South Wales did not pay half enough in her contribution to the navy, and he hoped, as the day was not far distant when the Government would have to deal with the question of the renewal of the Naval Defence Bill, they would have the courage to come boldly forward—and he was perfectly certain that in such a move they would have the support of both sides of the House—and propose a more liberal contribution. He was well aware that there was a certain class of the community which did not like the Imperial connection, and which objected to the payment of the naval subsidy. This class was ready to insult the flag of Old England. But he ventured to tell them that it was a class which received more direct benefit from the connection than any other in the community. There was a local expenditure in connection with the navy of something like £200,000 per annum, the whole of which went in the employment of labour about the port of Sydney, and probably the class which talked most against the naval subsidy and the Imperial connection was the one which received most of the benefit. While they had the protection of the British navy, they might be careless of the whole world. He hoped the Premier would boldly stand forward, and that he would receive the support of every decent man in the community in an endeavor to in future treat the naval authorities in no shabby way as regarded the colonial subsidy.

ONE of the moon-faced beauties belonging to a Lyndhurst terrace brot to-day prosecuted the mistress for detaining her clothes and assaulting her. The girl wanted to leave for another house and the old lady objected, hence the trouble. The mistress was bound over to keep the peace for six months, in a surety of \$50.

A FULL dress uniform coat of the West Yorkshire Regiment was found yesterday hidden in the scrub at Yau-ma-tei. Although very dirty the coat is not an old one. Not long ago a constable was punished at the Magistracy for wearing a similar garment. It is probable that these are some of the loot from the Kowloon camp before the regiment left.

THE action of the German Emperor in sending Prince Henry out to China to carve his way to deathless fame has been the cause of some amusement at Windsor Castle, a caricature of the Kaiser, drawn by one of that gentleman's young second cousins, having gone the rounds. It represents the warlike monarch of Germany, as Oliver Cromwell, welcoming Admiral Blake home to England after his bombardment of Algiers and its title is "Hasn't slain the catfish yet?" "The good! He, ha!"

"A NEW INDUSTRY," writes a correspondent to the *Strait Times*, "appears to have sprung up of late in Singapore. In the manufacture of biscuits, which are packed in tins of various sizes, and labelled in exact imitation of the genuine article as exported to all parts by the well-known firm of Hambley and Palmer of Reading. So far as appearance goes, the design of the labels, and the get-up of them in general are such that unless anyone examines them very minutely, he stands a chance of having the Singapore-made article palmed off on him, thinking at the time he is really purchasing the goods of the above-named firm. There are several Chinese firms engaged in their manufacture, and though it is said they are made for export to the Native States and not for local consumption, yet the fact remains that they are on sale in many Chinese stores in town. There are various kinds made, and where one tin may be seen labelled 'made in Singapore,' there are dozens designated simply as Reading biscuits, and this is where the deception lies. A considerable trade, it is said, is being done, and one or two firms cannot make the biscuits up fast enough. So far as quality goes, they appear to be superior to the German brands now in the market." This same "industry" is being carried on in Hongkong and some strong measures are required to put a stop to it.

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A FULL dress uniform coat of the West Yorkshire Regiment was found yesterday hidden in the scrub at Yau-ma-tei. Although very dirty the coat is not an old one. Not long ago a constable was punished at the Magistracy for wearing a similar garment. It is probable that these are some of the loot from the Kowloon camp before the regiment left.

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ONE of the moon-faced beauties belonging to a Lyndhurst terrace brot to-day prosecuted the mistress for detaining her clothes and assaulting her. The girl wanted to leave for another house and the old lady objected, hence the trouble. The mistress was bound over to keep the peace for six months, in a surety of \$50.

A FULL dress uniform coat of the West Yorkshire Regiment was found yesterday hidden in the scrub at Yau-ma-tei. Although very dirty the coat is not an old one. Not long ago a constable was punished at the Magistracy for wearing a similar garment. It is probable that these are some of the loot from the Kowloon camp before the regiment left.

THE action of the German Emperor in sending Prince Henry out to China to carve his way to deathless fame has been the cause of some amusement at Windsor Castle, a caricature of the Kaiser, drawn by one of that gentleman's young second cousins, having gone the rounds. It represents the warlike monarch of Germany, as Oliver Cromwell, welcoming Admiral Blake home to England after his bombardment of Algiers and its title is "Hasn't slain the catfish yet?" "The good! He, ha!"

"A NEW INDUSTRY," writes a correspondent to the *Strait Times*, "appears to have sprung up of late in Singapore. In the manufacture of biscuits, which are packed in tins of various sizes, and labelled in exact imitation of the genuine

FOOTBALL.

HONGKONG F. C. V. THE KING'S OWN LANCASHIRE REGIMENT.

These teams met on a previous occasion when the soldiers proved themselves much superior and won by 5 goals to nothing, but yesterday on the new ground the club hoped to give them a much better game. Flinckney was unable to play as F. H. Kew was included while Wilcox and Litchfield were missed from the Regimental team.

The teams lined up at 5.6 p.m. as follows:—

Club.
Davies.
Mayson, C. T. Kew,
Slade, Looker, F. H. Kew,
Mackay, Noble, Anton, Head, Mobley,

Mount, Greig, Morton, Regan, Welch,
Sullivan, Collins, Sowerbutts,
Buntford, Atherton,
Squibb.
King's Own Regiment.
Reler, Mr. D. Wood.

The play opened in a desultory manner but when the game had been in progress but five minutes the soldiers got down and scored a beauty. Mount took the ball down on the 1-ft and passed it over to the extreme right from whence Welch put quickly across the goal and Regan meeting scored. After this the game was fairly even for some time but gradually the Lancers got the upper hand and once they had the measure of their opponents there was no holding them.

Twenty minutes from the start Regan put another through, then quickly followed a third and fourth from the feet of Mount and Welch respectively.

Davies might easily have stopped the third if he had used his hands but he elected to kick and missed. The soldiers were now playing a fine game and their forwards passed prettily and effectively, in fact there was only one team in it.

Just before half time their backs were lying too far up the field when the ball being put up quickly the Club forwards raced past them in a body and scored, Mobley putting it through.

Half time, Regiment 4 Club 1

* During the second half the Lancers were rather inclined to trifle with their opponents and evidently satisfied with the state of the score took matters rather easily. The Club earned several corners but were unable to augment their score though they tried hard. As the game was ending its close the soldiers came again and pressed the club pretty hard but it was not until about a minute from time that they were enabled to again get through. Their left wing made a beautiful combined movement and Greig shot the ball into the net.

Final, Regiment 5 Club 1

The Regiment outclassed the club every man in the team being a good player. Sowerbutts at half and Welch and Regan forward are deserving of special notice.

Of the club players; Davies was weak in goal. Kew played well at back but Mayson discounted his usefulness by his dribbling propensities. The halves did not show up well against the opposing forwards nor did the forwards distinguish themselves. Noble was the cleverest and Mackay and Mobley put in some fast runs but collectively their style compared very poorly with their opponents' combined and tricky movements.

THE SONG THAT MEN SHOULD SING.

(BY KENNETH MACKAY.)

The cohorts who fought when the world was young.

Have their blood-red legends told,
For a hundred poets have bravely sung.

The deeds of the days of old.

They have told the tale of a battle flag
That floated all over the world.

When the tattered folds of this crimson rag
Was dearer than life or love.

But they tell us now, in their lifeless lays,
These knights of the stool and pen.

We must boast no more of the stirring days
When they fought and fell like men.

But the tale is best that has oft been told,
If it love of birthland bring.

And the song they sang in the days of old
Is the song that I will sing.

For a people not in the lap of ease,
And trade, be it all in all.

Breeds the cancer worm of a fell disease,
The germ of a Nation's fall.

We won this land from a nervous race,
Too mean for their land to fight.

If we hope to hold it we too must face
The danger that "might is right."

It matters nothing what dreamers say,
When they praise that was must cease.

For the faithful war god holds his way
In these playing days of peace.

We know there was never a country yet
In the East or in the West.

That was worth the winning, but has been wet
With the life blood of its best.

So our lads must learn there's a stern task
The playing a well-placed ball.

That the land we love may some day ask
For a team when the trumpet call.

A team that is ready to take the field
To bowling with ball of lead.

In a test-match grim where, if one appealed,
The umpire might answer "dead."

It is well to collar and kick and run
In a fierce-fought football match.

When to grass his man is the full-back's fun,
While the barrackers breathe watch.

But a time will come when the forwards' rush
Will be on the tongues of fame.

And the men in the "scrum" will faint and flush
In the heat of a bloodier game.

It is brave to ride in a strong-run race
When the rails are lightly struck.

And you drive your horse to a winning place
In front of the rushing pack.

But never forget that you yet may face
A wall that is built of steel.

In a death of glory sleepchase,
With squadrons that away and reel.

A day may come when the scarlet bloom
Will blossom on sabres bright.

And the somber-tides of the Eastern gloom
Be lit with the battle's light.

So the tale is best that has oft been told,
If it love of birthland bring.

And the song they sang in the days of old,
Is the song that men should sing.

THE HONGKONG AND WHAMPOA DOCK COMPANY LIMITED.

The following is the report of the Board of Directors to the ordinary yearly meeting of shareholders to be held at the office of the Company, No. 14 Praya, Hongkong, on Monday, 21st February, at noon:—

The Directors have now to submit to you their report, with a statement of accounts for the half-year ended 31st December last. Total receipts for six months.....\$1,190,873 69
Net profit, after paying interest and all charges.....\$268,435 48
Balance brought forward from last account.....55,790 91

and from this have to be deducted—
Directors' fees.....\$7,000 00
Auditors' fees.....500 00
7,500 00

leaving available for appropriation.....\$356,726 40

The Directors recommend that a dividend for the half-year of 8 per cent or \$125,000 and a bonus of 4 per cent or \$55,500 aggregating \$180,500 be paid to the shareholders on a basis of \$50 per share. Contributing Shareholders that \$15,312.66 be written from the value of Kowloon Docks, \$6,103.41 from Cosmopolitan Docks, and the balance \$107,283.73 be carried to the new account.

The further extension of our property on the north-west boundary, Hong-Hom, referred to in the last report has been granted by the Government, and good progress is being made with the filling in of the foreshore.

The general business of the Company continues to expand, and to meet this development, considerable extensions and additions to the existing works and Cosmopolitan establishments have been found necessary; some of these improvements are now finished and preparations have been made for completing the remainder as quickly as practicable.

In accordance with clause 60 of the Articles of Association, Mr. J. H. Lewis, and the Hon. J. J. Bell-Irving, Directors, retire by rotation, but being eligible offer themselves for re-election.

Mr. S. C. Macdonald having resigned, Mr. A. H. Phipps has been invited to the vacant seat on the Board, this appointment requires to be confirmed at this meeting.

Mr. J. H. Lewis has been appointed Chairman for the year 1898.

The accounts have been audited by Messrs. Thos. Arnold and Fullerton Henderson, Mr. S. G. Bird being absent on leave. The Directors recommended Messrs. Thos. Arnold and S. G. Bird for re-election.

J. H. LEWIS,
Chairman.

THE LIFE OF THE LABOURER IN JAPAN.

A gentleman who recently made some minute inquiries into the life of the labouring classes of Japan has furnished to the *Osaka Mainichi* the following results, based upon an investigation into the life of 100 labourers and their families.

Average earnings of the head of the family per month, deducting holidays.....yen 10.11

Average per day.....yen 0.35

The average number of members in a family (excluding the head) being 4.9, the daily cost of living per family is.....yen 46.8

House rent.....yen 5.5

Rice.....24.5

Other food.....5.5

Firewood and charcoal.....2.7

Clothes and utensils.....2.6

Bath.....2.0

Sundry expenses.....4.0

Total.....yen 46.8

With holidays (that is to say, Sundays, festival days, &c.), the average earnings of a man per day would, it appears, amount to yen 39.3

Taking the above statistics, it would appear that the average labourer working seven days a week actually earns 7 yen a day less than he spends; the rest on Sundays and other holidays he spends at 18 per day, more than he earns.

But the investigator found that other members of the family earned on an average yen 18.3 a day. When, therefore, these earnings are added to that of the head of a family, the total daily earnings of the family amount to 54 yen, showing a surplus of a little over 7 yen a day.

Out of this, they have to pay for clothing, food, medicines, &c., and to meet other every-day expenses, which they cannot do without involving themselves in debt. In the cold weather the domestic expenses are greater, and the hardships of the poor are increased in severity to a corresponding degree.

GEORGE FRANCIS TRAIN ON THE RAMPAGE.

There must be a considerable section of the great American nation "barny on the stump," for the San Francisco papers report that over ten thousand people of Matamoras, Ohio, went to hear George Francis Train deliver a speech, of which we have a couple of paragraphs reprinted by George himself in *Children's Edition of the Telegraph* Hongkong:—

"Do Collins-Chase Co. use King Co Bonds C.O.D. Three Thousand Tribute Hensons? (Hisses). What about William Richardson, Atlantic Ry Company, Brooklyn? Was Tracy his Albany Lawyer? (Cries of "Yes" and "Hisses") Does Mc too own Trolley Consolidators, who murder Passengers C.O.D.?" (Sensation of horrors)

Can blast from Dayton's bugle horn, Roderick Dhu, Ten Thousand Men, (No, and applause), Can Henry George, weather vane Storm Against Van Wyck's Tiger in Den? No (Laughter and Applause) Can muzzles Low or Scoop Platt corn For Tracy to beat all of them? (Laughter and "Down with Spoil Statesmen!")

Through Wall Street Reorganization Swindlers who admit their fraud by advancing their Big Eight Million (Cries of Death to Pirates. Sensation and applause) Sound Money-Scams must go back to England or Death Slaves them in the Facot (Loud Cheers and Cheers) Against English Bandits—Robbers and Buccaneers using Hanna—Platt—McKinley and Cleveland's Two Decade English Syndicate) For Foreign Republic through "Sound—Money" Union Pacific—Twenty Million Fraud which I am Checkmating? (Cries of yes and Down with Hannaism) Yes! Daylight is Slighted when Voters "Abolish—Gold," (And Silver) for Greenback Currency that saved Flag from English—Morgan—Huntington—McKinley—Albion Chase for Presidency and Chicago Eighty Dollars per head to remove Shiplock Marriages from Seventy Five Millions Swindled Americans!!

The Tents Ten Thousand Obolites yelled for Justice to Twenty Million Working Men Facing Starvation.

Yes! English Gold Bug Bots Party Contract was for Five Terms! Twenty Years Fraud!

Twenty Years Bond Swindle, (Already These Terms) retracted at St. Louis and Chicago

Through McKinley's Airship, (Loud Laughter)

and Hisses) (C. O. D.) and Cleveland! Hanna elect McKinley this time, and C. O. P. Cleveland, next! (That ends Twenty Years contract!) But Public Asses, who vote in Ditch, (of Hell-less Slavery of Church and State) may struggle on till Relief-of-Terror Cuts throats on these Hold-up Pirates (Sensation of Horror) An whole World has but Two Dollars Gold, and Three Silver per capita, And it took Elvety (Greenbacks) to save Union, (At Ten Billion Cost, and Million lives) we must have Elvety Dollars p.c. now, as in Civil War, to restore Prosperity! (Cheers for Greenback Prosperity!) Hence McKinley is only Blind, for Gold and Silver English Pirates to Stop Greenback (Re) Evolution 1 and Small Pacific Railway 1 (Hisses for Sound Money Morgan Frauds!) All is charged with Death! High Treason will be Count Maritallied When Public-Intelligence gulches 1 Treason, will Die 1 Forcibly, Hold Fort 1 (Loud Cheers and some Hisses) (Cheers for the Sound Money Legal Tender!) National Paper—Abolish Gold Currency Advocated by General Coxey 1 (Loud Applause).

NOTANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on ten years' observations to 1897.

Barometer.....30.141

Thermometer.....71.3

Humidity.....79.5

Rainfall.....1.75

TO-DAY.

WEATHER REPORT.

On date On date

Barometer.....30.10 30.08

Thermometer.....59 64

Humidity.....23 34

Rainfall.....

TO-DAY.

Friday, 11th February, 1898.

Chinese—21st of 1st moon of 24th year of Kwong-shi.

Jewish—20th Sibat, 5658.

Mohammedan—20th Ramadan, 1315.

Sun—Rises.....6hr. 28min.

Sets.....5hr. 37min.

High water—Morning.....11hr. 45min.

Afternoon.....11hr. 57min.

Low water—Morning.....5hr. 45min.

Afternoon.....5hr. 45min.

ANNIVERSARIES.

1841—Emperor Tao-Kwang rejected Treaty.

1858—The demands of the Allies forwarded to Peking by Lord Elgin.

1873—Abdication of King Amadeus of Spain.

1885—The U.S. Douglas lost on "hite Rocks."

1895—The Japanese can titillation granting representative Government proclaimed by the Emperor in person at Tokyo.

1896—Murder of the Korean Minister at Seoul.

1897—Grace informed the Powers that she could no longer remain a mere spectator of events in Crete.

TO-MORROW.

Saturday, 12th February, 1898.

Chinese—22nd of 1st moon of 24th year of Kwong-shi.

Jewish—20th Sibat, 5658.

Mohammedan—20th Ramadan, 1315.

Sun—Rises.....6hr. 28min.

Sets.....5hr. 37min.

High water—Morning.....11hr. 45min.

Afternoon.....11hr. 57min.

Low water—Morning.....5hr. 45min.

Afternoon.....5hr. 45min.

ANNIVERSARIES.

1554—Lady Jane Grey beheaded.

1841—Death of Sir Astley Cooper, the great surgeon.

1858—Alfred Comstock errs at Canton.

1896—Great fire in Mowles; between 60 and 70 houses destroyed.

1897—Suicide of Mr. J. Petersen at Kowloon.

MEMORANDA.

TO-MORROW, 12th February.

11 a.m.—French and American mails close.

Noon.—Meeting of the H. K. Bank at City Hall.

Noon.—Yarra sails for Europe and the China for San Francisco.

SHIPPING AND MAIL NEWS.

MAILS DUE:

American (Belge) 13th inst.

Indian (Aravon) 14th inst.

French (Oceania) 15th inst.

Australian (Tasman) 17th inst.

Tacoma (Olympia) 17th inst.

Australian (Tokio-Maru) 18th inst.

Canadian (Empress of Japan) 21st inst.

American (Peru) 22nd inst.

THE N. P. S. Co.'s steamer *Mogel* arrived at Portland from Hongkong and Japan on the 8th inst.

THE Nippon Yusen Kaisha's steamer *Tokio Maru* (Australian Line) left Thursday Island for this port on the 8th, and is expected to arrive here on the 18th inst.

THE Nippon Yusen Kaisha's steamer *Idsumi Maru* (Bombay Line) left Singapore for this port on the afternoon of 9th, and is expected to arrive here on the 15th inst.

SHIPPING RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.

Yarra.....steamer, from Shanghai

Obi....." " Singapore

Oopack....." " Singapore

Whampoa....." " Saigon

Hangchow....." " Canton

Christiansburg....." " Saigon

Longbank....." " Singapore

Aggregating 12,826 tons register.

DEPARTURES.

Hohennollern.....steamer, for Japan

Sachsen....." " Shanghai

Formosa....." " Tamul

Machew....." " Bangkok

Sichan....." " Swatow

Hinsang....." " Hongkong

Germania....." " Kobe

Whampoa....." " Shanghai

Lyonsmar....." " Hongkong

Aggregating 13,379 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS

Triumph....." " Kowloon Dock

Tordenshoed....." " " "

Baltan....." " " "

Kwangshui....." " " "

Martha....." " " "

Cosmopolit....." " " "

Bingo....." " " "

Tamar (H.M.S.)....." " " "

West York....." " Cosmopolitan

Avonher (H.M.S.)....." " " "

THE POLICE BRIBERY SCANDAL.

FOUR OFFICERS "RETIRED."

Inspectors Hennessey and Mann and Sergeants Hall and Ford, whose names appeared on the list of recipients of bribes in the Wah Lane gambling house, have, under instructions from the Secretary of State of the Colonies, been retired on pensions calculated on the number of their completed years of service. They retire on 5th proximo.

THE LIGHT THAT CAST NO SHADOW.

Curious stories are told about the powers possessed by certain natives of India, who live up among the Himalaya mountains. These old men, it is said, have devoted some of their lives to the study of occult laws and forces, which the rest of the world knows nothing about. Lately a German professor visited the "adepts," as these queer Hindus are called, for the purpose of finding out the secret of their remarkable performances. They treated him rather scornfully, but interested him all the same. One day the professor wanted to examine some ancient Sanskrit manuscripts. An adept went with him to a cave wherein the books were kept. The place was dark as the bottom of a well.

"I can't see to read, here," said the visitor. "Then we will have some lights," was the reply, and immediately (the professor says) a soft, pearly light shone upon the cave. He could not tell whether it came, but he noticed that it had one strange quality—it cast not the slightest shadow.

This is a story hard to believe, yet its truth is affirmed by a man of vast learning and high character, and you who now read it have no reason for doubt except that all the lights you have seen have cast shadows. Selves or self-consciousness runs parallel with our experience. Dr. Johnson said of the account of the Lisbon earthquake, yet credited the tale of the Cook Lane ghost.

A man who has been ill for years, and failed to find a cure is sceptical when friends tell him of a medicine which they believe will make him well. What else but doubt could result from his experience?

"In the spring of 1883," writes our correspondent, "I fell into a low, weak, and languid state. I felt low-spirited and out of sorts. At first my stomach was deranged, my appetite poor and after eating I had pain and weight at the chest. I was much troubled with wind, and frequently spat up a sour fluid, also bitter bile. Later on I became depressed and nervous, and great depression of spirits. I kept up with my work, but had always a sense of discomfort. Off and on I continued in this way for two years, until I took relieving me. At last I heard of Mother Selge's Syrup, and procured a supply. After I had taken only a few doses I found relief; my food digested, and gradually all my nervous and nervous ailments were cured. I felt as if I had found a new life. I now gladly admit its value, and its power over disease. Since my recovery, for which I thank Mother Selge's Curative Syrup, I have been in the best of health and spirits. In the interests of suffering humanity I deem it a duty to send you this testimony (Signed) D. Griffith, tailor and outfitter, 151, Hockley Hill, Birmingham, June 8th, 1897."

There is a deal of difference between Mr. Griffith's candid letter and the story about the light that cast no shadow. The latter may be true enough, but it cannot be verified without more trouble than it is worth. On the other hand we have a trustworthy witness, who answers letters of inquiry, and can be found at the address.

Finally, there is nothing mystic or magical about Mother Selge's Curative Syrup. It acts on the theory that most ailments are but symptoms, forms, or phases of that universal disease—indigestion and dyspepsia. It cures that, and throws the light of health and happiness on the body and house where illness and pain had cast such dark and terrifying shadows. And that is why people believe all that is told of its success by eager witnesses.—*Advt.*

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STRAINS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	SEATTLE, WASH., VIA KOBE and YOKOHAMA	MONDAY, 14th February, at Daylight
J. W. Ekstrand		
IZUMI MARU	KOBE and YOKOHAMA	THURSDAY, 17th February, at 4 P.M.
R. Nansen		
KAMAKURA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE (Transshipping Cargo for JAPA Ports), PENANG, COLOMBO and PORT SAID	THURSDAY, 17th February, at 4 P.M.
N. Trenant		
SAGAMI MARU	SHANGHAI, JINSEN, SHIMO-NOSEKI and KOBE	FRIDAY, 18th February, at 4 P.M.
T. Mori		
TOKIO MARU	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 21st February, at 4 P.M.
E. W. Haswell		
MATSUMOTO MARU	BOMBAY, VIA SINGAPORE (Transshipping Cargo for JAPA Ports), and COLOMBO	TUESDAY, 22nd February, at Noon
J. Nirel		
OMI MARU	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th February, at 4 P.M.
C. Young		

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at 10-7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 9th February, 1898.

SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN
Capital: 2,333,000
Head Office: 15, Avenue Daumesnil, Paris

WORKS IN EUROPE
at Bordeaux (BACALAN), at Lyons (DYLE), at St. Etienne (DYLE).

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, and Axles combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

CONTRACTORS
FOR
Constructing and Working
Railways and Tramways

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong, Agents for the Eastern and Australian S. S. Co. and other lines.

ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anemia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong

HONGKONG RIFLE ASSOCIATION, DIOCESAN SCHOOL AND ORPHANAGE.

THERE will be a SPOON COMPETITION TO-MORROW, the 12th instant, Commencing at 2.30 P.M.
RANGES, 700 and 300 yards.
ENTRANCE, 30 cents.
Subscriptions are now due and should be paid to the Undersigned.

A. CHAPMAN,
Hon. Sec.

Hongkong, 10th February, 1898.

F. CAZANOVE, BORDEAUX.

GOLD MEDALS
Bordeaux, 1892. Paris, 1889.

LIQUOR OF THE REVEREND FATHER A. KERMANN.

This ELIXIR is employed with success to restore the FORCES OF THE STOMACH and FACILITATE THE DIGESTION.

TONIC WINE
Of the Rev. Father A. KERMANN
MOE-KI-KI of Dr. GOLZ
CREME DE MANDARINE.
ATELINE ANIETTE SUPERFINE.
Apply to Messrs. DODWELL, CARLILL & Co., Hongkong.
Agents for M. OPPENHEIMER & Co., Paris.

Go to Let.

TO LET.

DWELLING HOUSES—
BAHAR LODGE—at the PEAK.
HOUSES IN RIFON TERRACE.
No. 18, HOLLYWOOD ROAD.
FLOORS IN STANTON and ELGIN STREETS.
1st FLOOR, No. 1, BLUE BUILDINGS.
GODOWNS IN BLUE BUILDINGS.
GODOWNS, PRAYA EAST.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 7th February, 1898.

TO LET.

ROOMS on Ground Floor of College Chambers, suitable for Offices.
RENT MODERATE.
Messrs. DAVID SASSON, SONS & Co.
Hongkong, 21st December, 1897.

Entertainment.

THEATRE ROYAL, CITY HALL.

THE HONGKONG MATHEUR CLUB.

WILL GIVE TWO PERFORMANCES OF "THE DUCHESS OF BAYSWATER & CO." and "A PANTOMIME REHEARSAL."

SATURDAY, the 19th February, 1898, and MONDAY, the 21st February, 1898.
Performance each night at 9 P.M. precisely.

PRICES:\$1, \$1, & 1
Half price to the Pit for Soldiers, Sailors, and Police in Uniform.

SEATS can be booked at the Theatre on and after MONDAY, the 14th February.
Booking Office open from 10 A.M. to 4 P.M. (On Race Days the Office will close at 2 P.M.)
Late Trains quarter of an hour after fall of curtain.

E. W. MITCHELL,
Hon. Secretary.

Hongkong, 5th February, 1898.

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.
THE Company's Steamship

"MARIA VALERIE"
Captain R. Mils. will leave for the above places TO-MORROW, the 12th instant, 3 P.M.
For Freight or Passage, apply to
SANDER & Co., Agents.

Hongkong, 11th February, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY.
THE Company's Steamship

"SUNGKIANG"
Captain Dodd, will be despatched as above TO-MORROW, the 12th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th February, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHINGTU"
Captain Innes, will be despatched on TUESDAY, the 15th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
"M.B."—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th February, 1898.

NORDEUTSCHER LLOYD.

NOTICE
STEAM FOR STRAITS, CEYLON, MEDITERRANEAN PORTS, ANTWERP, BREMEN AND HAMBURG.

THE Company's Extra Steamship

"DARMSTADT"
will be despatched as above on or about the 15th of February, 1898.
To be followed by the
"CREFFELD"
on or about the 15th of March, 1898.
For Freight or Passage, apply to
MELCHERS & Co., Agents.

Hongkong, 28th December, 1897.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship

"PINGSUEY"
Captain D. Davies, will be despatched as above on WEDNESDAY, the 16th instant, at Daylight.
To be followed by the Steamship
"NINGSHOW"
For Freight, &c., apply to
HOLLIDAY, WISE & Co., Agents.

Hongkong, 5th February, 1898.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"LYDERHORN"
will be despatched as above on or about the 15th February.

To be followed by the
S.S. "ORWELL" on or about the 28th February.
For Freight, &c., apply to
SHEWAN, TOMES & Co., Agents.

Hongkong, 14th January, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"DIOMED"
Captain Bartlett, will be despatched as above on SATURDAY, the 19th instant.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th February, 1898.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"GHAZEE"
Captain Bailey, will be despatched as above on or about the 28th February.

S.S. "FATHAN"about 20th March.
S.S. "LENNOX"10th April.
S.S. "ENERGIA"30th April.
For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.

Hongkong, 1st February, 1898.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"GANGES"
Captain T. F. Creery carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 19th February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 27th January, 1898.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria | 3,167 | J. Truebridge | Feb. 22.
Olympia | 1,591 | T. H. Dobson | Mar. 8.
Columbia | 2,605 | A. Gow | April 5.
Tacoma | 2,549 | J. A. Dixon | April 26.

ALSO
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Brasmar | 3,681 | E. Porter | Mar. 15.
Mogul | 3,654 | W. H. Wright | Mar. 29.
Argyll | 1,997 | W. Ward | May 3.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table. DOCTOR and STEWARDS carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL, CARLILL & Co., General Agents.

Hongkong, 12th February, 1898.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION.)

Sachsen Tuesday | 1st March.
Bayern Wednesday | 30th March.
Prins Heinrich Wednesday | 27th April.
Preussen Wednesday | 20th May.
Sachsen Wednesday | 22nd June.
Bayern Wednesday | 20th July.
Prins Heinrich Wednesday | 17th Aug.
Darmstadt Wednesday | 14th Sept.
Preussen Wednesday | 12th Oct.
Sachsen Wednesday | 9th Nov.
Bayern Wednesday | 7th Dec.
Prins Heinrich Wednesday | 4th Jan. '99.

ON TUESDAY, the 1st day of March, 1898, at 9 A.M., the Company's Steamship "SACHSEN" Captain H. Sommer, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 26th instant. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 28th instant, and Parcels will be received at the Agency Office until Noon on MONDAY, the 28th inst. Contents of Packages are required. No Parcel Receipts will be signed for less than 22.50 and Parcels should not exceed Two Feet Cubic in Measurement.

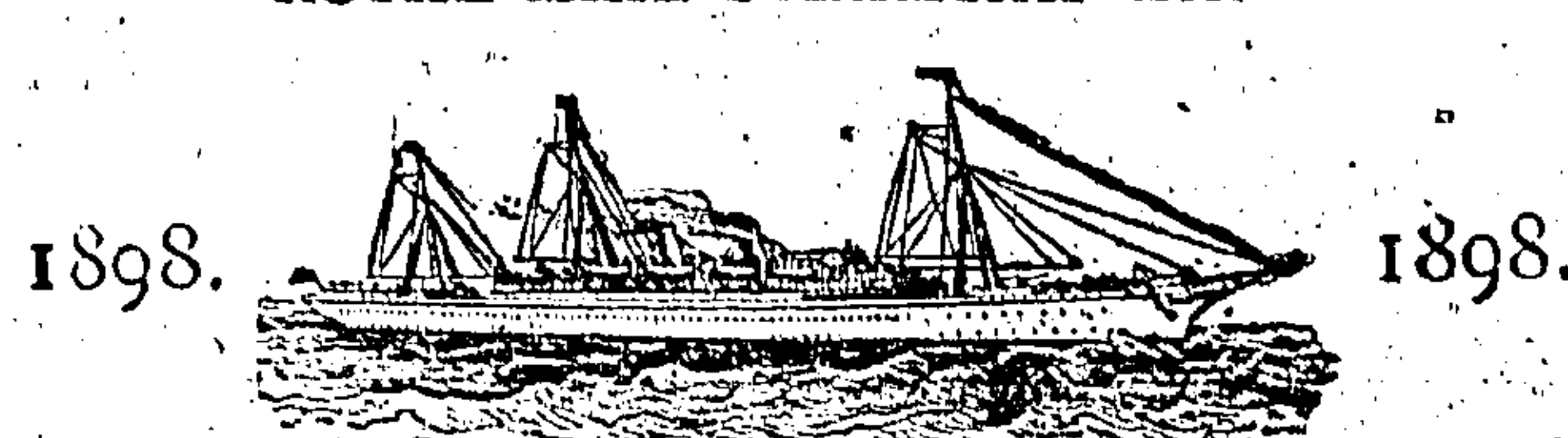
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co., Agents.

Hongkong, 2nd February, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 16th Feb., 1898.
EMPRESS OF JAPAN...Comdr. Geo. A. Lea, R.N.R...WEDNESDAY, 16th Mar., 1898.
EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 6th April, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddy's Street.

Hongkong, 19th January, 1898.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 22nd Feb., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 13th March, at Noon.

Gaile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 31st March, at Noon.

THE Company's Steamship

"BELGIC"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 22nd February, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 3rd February, 1898.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMAN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND. HARTMAN'S GREY PAINT. DAINIEL'S PATENT MOTOR LAUNCHES &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.
Hongkong, 14th May, 1898.

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition; and for Votlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES, Nos. 54 & 56, Queen's Road Central.

Printed and Published by CHESNEY DUNCAN at No. 6, Paddy's Hill, in the City of Hongkong.